

# OTHELLO



## Design and Development Work Session Report Out

A design team of staff and consultants used information from Sound Transit, various City departments, neighborhood planning recommendations, and community feedback from the community foruma and interviews, to develop concepts and recommendations for the station area. The purpose of this design and development work session was to develop concepts more fully so the City, Sound Transit, and the community can begin more detailed conversations and explore the station area issues. The work sessions were not meant to produce final products or make decisions, but to develop options and highlight the tradeoffs associated with the different alternatives.

Much of this work will be used as tools by station area advisory committees, at further community foruma, and ultimately as marketing tools for property owners and developers. The design and development work session results were presented to the community in a report-out event on August 14, 1999. Some of the key concepts and recommendations are shown below.

## A Statement from Mayor Paul Schell

Sound Transit is one of the most important public investments we will make in the region for the next 50 years. Sound Move must be a benefit to the community and not something that divides us. I will not pit one part of the city against another. I will not allow any changes at the expense of Southeast Seattle. I remain committed to the community development fund for Southeast Seattle and to station area planning and transit-oriented development throughout the city.

I am fully committed to LINK, light rail and to including Southeast Seattle in the regional transit system in the first phase.

- August 18, 1999

# Design & Development Concepts and Recommendations

## DEVELOPMENT OPPORTUNITIES

- The Othello station represents significant development potential given the redevelopment of Holly Park and its proximity to the station, numerous other private development projects in the station area, and an existing flourishing retail market (particularly of small Asian ethnic businesses).
- Significant cooperation among impacted business/land owners on the east block who would like to redevelop their properties and remain in the area. Also, church renovation on property adjacent to east block properties and potential improvements at Union Gospel Mission, on west block of MLK.
- The technical team considered these numerous current and planned projects in creating a development scheme for the area. The two options analyzed scenario. Both options integrate phase 3 of New Holly, on the SW corner, as an integral part of include a "baseline" development scenario and a more extensively developed station area development.
- The first option suggests a "baseline" development scenario that redevelops the east block of MLK similar to current development footprints and locations, depicts phase 2 of King Plaza similar to current plans, places a plaza on the NW corner of MLK and Othello St, and leaves Union Gospel Mission as is.
- The second option depicts a redeveloped east block with storefronts pulled up closer to the street edge, shows a more extensive church redevelopment that fronts on the sidewalk with parking behind, adds additional retail space on the street edge of Union Gospel Mission property, and develops the NW corner to the sidewalk instead of incorporating a plaza.

## THE STATION

- The technical team is not recommending any modifications to the platform locations for the Othello station.



## PUBLIC IMPROVEMENTS

- Both options incorporate street trees and landscaping along MLK and Othello St, making an east-west "green" connection between 97th Avenue Park and Othello Park.
- Landscaping around the station itself is also depicted in the development schemes.
- Additional pedestrian improvements are incorporated along Myrtle St between 99th Ave and MLK.
- The development schemes also incorporate a residential side street element along the west side of MLK, next to phase 3 of Holly Park. This would form a transition zone between the MLK traffic and the housing in phase 3, and would provide additional green space for local residents.

## CIRCULATION, PARKING AND TRAFFIC

- The circulation scheme shows key pedestrian routes, as well as suggested bike routes and transit routes.
- Potential shared parking opportunities and parking structure sites are indicated in both development schemes. There is significant potential for shared parking in the large area currently bounded by Union Gospel Mission, Safeway, SeaPine and King Plaza. This area is currently underutilized for parking and could be used more efficiently to accommodate future parking needs.

